

BONUS FIGURES IN OHIO TEST

Advanced Date of Special Session Expected to Help Candidate

COUNT PROGRESSIVES

Republican Opposition Feared for Governor's Pet Measure

COLUMBUS, Ohio, July 15.—Advancement of the legislative special session date from July 17 to July 31 has helped the candidacy of Senator Arthur Day for the republican nomination for governor.

Senator Day is the author of the bonus act and a world war veteran. He must look for his support largely to the ranks of war veterans, and the change in the date of the legislature will mean it will be sure that the service men will turn out at the primary election in August.

For the purpose of the change is to make it possible that the people may vote on the further amendment of the constitution necessary to issue the additional \$10,000,000 in state bonds to complete the payment of all approved applications for the bonus—the \$25,000,000 previously issued not being sufficient—at the primary election, instead of the regular election in November, which would have caused the unpaid applications to be delayed three months.

Administration Praised.

In his proclamation calling the special session, Governor Davis has taken occasion to praise the reorganized state administration, the act authorizing which caused no little factional troubles for the party a year ago—his appointments coming to the senate in the special session for confirmation. It was on the senate side that stubborn republican opposition to the reorganization measure developed last year, and it is feared by some of the republican leaders here that the governor's reference to the matter in his message will act as a challenge to the opposing senators and draw opposition from them when the appointments are considered.

As Representative C. I. Knight, the prominent anti-administration candidate for the nomination for governor, gets into the swing of his campaign, there is more and more discussion as to how much of the progressive republican element is going to rally around his banner. Some predict that his vote will be in line with that of Beveridge, Pinchot, Frazier and other progressives in other states, but the prevailing opinion is that Knight has not the necessary qualities of leadership to attract any such following. The Akron congressman is concentrating

his fire now on Col. Carmel A. Thompson.

Family on Pay Roll.

Newspapers have reprinted dispatches showing representative fees to have relatives on federal pay rolls sufficient to raise the total drawn by the family to approximately \$15,000 a year, but his opposition for nomination for the senate is so weak that this is not likely to have much effect. He says he feels that he can ignore his opposition, and Senator Pomerene is known to feel the same way in regard to the candidacy of John J. Lentz. Mrs. Arnold Green of Cleveland, who early in the year announced her intention of being a candidate for the democratic nomination to succeed Senator Pomerene, has instead come out as an independent candidate for nomination for that office, which is likely to help Senator Pomerene rather than out from his support, for there has been some opposition to him from suffrage quarters because of his alleged opposition to woman's suffrage.

California Aiators Must Have Licenses

SACRAMENTO, Cal.—Supt. Charles J. Cheney, of the State Motor Vehicle department, has issued a warning to all aviators in California to apply to his office for licenses or cease flying. Pilots operating without licenses will be arrested and prosecuted by agents of Motor Vehicle department. Cheney declared that he has inaugurated a clean-up campaign to round up all violators of the law requiring pilots to be licensed. This law was passed by the state legislature. The first arrest under its provisions was made in San Francisco recently, and Cheney states that additional arrests may be expected unless the law is complied with.

Perfect School Record Is Held by Boston Man

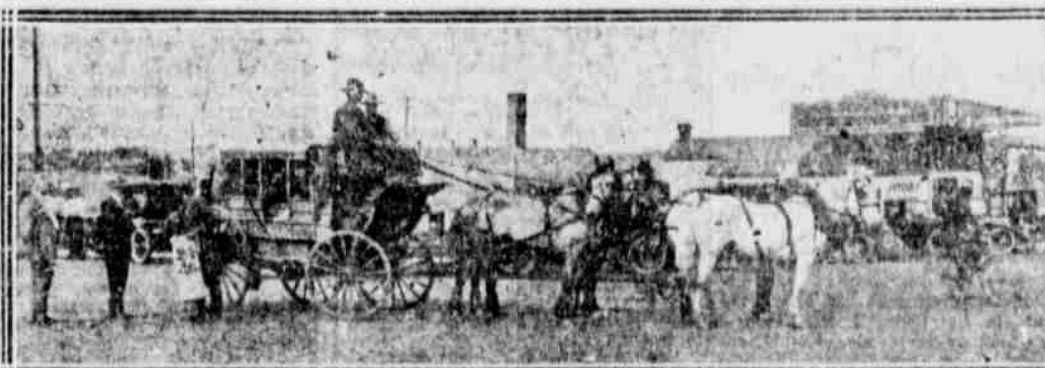
BOSTON—Nicholas Thompson, a sophomore at the College of Business Administration of Boston University, has a perfect school attendance record for eight years. He has been late or absent in 2,000 days. He was given a written guarantee of his record to avoid disputes. Thompson came to this city from Greece eight years ago.

Alaska Needs Money To Improve Highways

WASHINGTON—More than half a million dollars will be spent for road construction in Alaska during the next fiscal year.

Secretary of Agriculture Wallace has announced approval of expenditures totaling \$322,500 of National Forest Highway funds for the construction of 55.3 miles of roads in Alaska.

Historic Stage Coach Travels Again



SHERIDAN, Wyo.—A stage coach that played an important part in the early development of that great section of the northwest that radiates toward the four winds from Sheridan, Wyo., today is en route on a 200-mile journey to Omaha, Neb., carrying United States mail and a passenger, as it did 42 years ago, when it made its last run into Sheridan over the Rock Creek, Fort Custer and Etchewan stage and express line, having the privilege of an undeveloped frontier country and protected by armed guards, who rode the stage to safeguard its passengers and valuables from surprise attacks by bandits or hostile Indian bands.

With a crack from a long black-snake whip four pinto ponies, drawing the old stage, dashed over the Fifth avenue hill, the Custer Battlefield highway's entrance to Sheridan from the east, and were on their way to Omaha.

Hundreds of persons gathered in the city hall square to watch the departure of the stage from Sheridan.

Cowboys Drive Coach.

Swinging the ponies toward the curbing, the coach's drivers—T. J. and George N. Ostrom, cowboys and pioneers of the Sheridan country—dropped from their lofty seats on top of the stage and, as cameras clicked, were handed greetings from Mayor C. W. Sheldon to the city of Omaha and a huge consignment of mail—all letters that were inclosed in special envelopes bearing an artist's drawing of the stage and stamped with the stage's cancel, showing that the letter had been carried aboard the coach. These letters also carried descriptive literature of the coach's mission in the interest of the Custer highway and of the historic and scenic beauty features of the five states the highway traverses.

Paul Hudson, a native of Black Hawk, S. D., a town on the Custer highway, and one closely associated with the early history of the stage, was the sole passenger carried by the coach when it left Sheridan. He was en route east on business.

It was W. D. Fisher, secretary of

the Custer Battlefield Highway association and the road's founder, that saw the possibilities of interesting the east in the historical past of this section of the west and—having met with phenomenal success in sending White Eagle, Sioux Indian chief, American scout and a passenger, as it did 42 years ago, when it made its last run into Sheridan over the Rock Creek, Fort Custer and Etchewan stage and express line, having the privilege of an undeveloped frontier country and protected by armed guards, who rode the stage to safeguard its passengers and valuables from surprise attacks by bandits or hostile Indian bands.

No information as to the date of the first interest, of course, in the stage is its venerable past.

Carried Well-Known Men.

Previous to 1890, when its last run was made into Sheridan, the old stage saw many years in the express service, and it carried many of the west's best-known men to some frontier mining claim, a homestead, on a government land grant, and from these small beginnings of livelihood they have risen to places of prominence in the life of the west, and some have added glory to their nation's name.

Its drivers and guards skirmished with the Indians and bandits, braved the hardships of frontier life and cheered many easterners on in their ambition to make their "stake" in the mountain ranges of the west.

On its last run from Rapid City to Sheridan the old coach received

hard punishment, which, because it was not to be used again, was never repaired.

Coach Is Strengthened.

With the purpose of the coach by the Custer Battlefield Highway association began the task of making it ready for its hard trip east. The stout oak frame, the canvas top, the heavy wheels and the long leather runners upon which the coach body swung, instead of on steel springs, as more modern vehicles do, all needed to be practically rebuilt.

It was with this overhauling that many of the interesting discoveries about the past of the stage came to light.

A hole in the canvas above the rear seat had evidently made it uncomfortable for the passengers when it rained, or when the heavy night air of the Black Hills crept in, and the drivers had obliged their patrons by stopping at a homestead in the hills and borrowing a burlap sack to repair the hole in the canvas. In turning this loose in the repairing of the seat it was discovered that the burlap bore the name of one "C. I. Williams," who, inquiry revealed, was a homesteader near Rapid City, S. D., in the late eighties.

Schedule Shows Found.

Although it cannot be ascertained who drove the stage into Sheridan, a list in the upholstery of the driver's seat revealed several schedule sheets that were used to check express and passengers carried and provide a record of trips, and whether the driver was forgetful and never remembered where he placed his schedules he hid them well, and although dimmed with the ravages of time, some of the writing is still legible and gives an interesting insight on the express rates in vogue 42 years ago.

A violin was one of the articles

of express shown on the schedule, and it cost 50 cents to carry it from Custer to Sheridan.

In 1890 Sheridan was only a cluster of cabins in Wyoming's vast territory. Near the junction of Little and Big Horn creeks of the Big Horn mountains, a few squatters had erected cabins and were making plans for the day when a surveyor might come through and lay out a townsite.

Left in Log Hut.

It was here that some family, either more enterprising than the others or more optimistic of the settlement's future, had erected a sign, "Hotel and Bar," over a rude

clapboard and log structure adjoining their cabin, and here the drivers of the old stage left it 42 years ago.

When it left Sheridan it bade farewell to Sheridan Inn, a modern hotel structure erected by the late Buffalo Bill a few years before his death. From the hilltop east of the city its drivers looked back in the valley at a beautiful mountain town of 15,000 inhabitants. Between tall trees white lines in checkerboard fashion indicated miles of paved streets, upon which motor cars sped and along which were hundreds of beautiful residences.

Ohio Kiwanians Invent New "Volstead Confetti"

MARTINE FERRY, Ohio—Volstead confetti is something new. This "confetti" consists of bottle caps, without bottles, serving as reminders of a dry nation. The caps, made by a local tinplate plant, bearing the name "Martine Ferry," were taken by local delegates to the International Kiwanis clubs' convention at Toronto, Ont. When tossed upon persons, the caps are known as "Volstead confetti."

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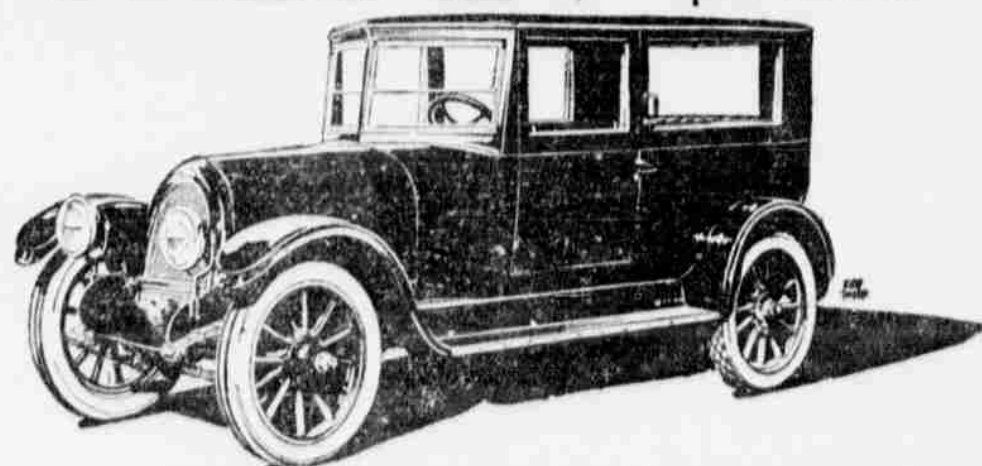
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